GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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AMERICAN CHARITY HAS FED THESE ORPHANS AT LENINAKAN, ARMENIA

(See Bulletin No. 1)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Armenia: Scene of Earthquake Disaster

THE EARTH heaved and shook itself in Armenia recently and when it became still once more Leninakan, a city of 40,000 souls, lay in ruins.

Twelve thriving towns in the vicinity were shattered. Some estimate the number of dead as high as 600.

If an international project proposed a few years ago had been accepted, the United States would be even more deeply concerned in the earthquake tragedy. It was Armenia for which some people hoped the United States would accept a mandate under the League of Nations. That fell through.

Still there are strong ties between the United States and Armenia. There are many Armenian immigrants here. American citizens have supported the world's largest orphan asylum in Leninakan, formerly called Alexandropol. Dispatches report that American nurses guided the 9,000 orphans to safety from the old stone Russian army barracks where the children live.

Will Show Visitor Where Prow of Ark Landed

Armenia, centuries ago, was one of the most powerful and prosperous states of Asia. It is the memory of this golden age of independence and power that has kept alive in the breasts of Armenians a hope of again emerging as a nation. Their history has been not unlike that of the Poles, though tremendously more tragic, torn as they were among powerful neighbors, and the victims of persecution and massacre as well.

For a few fleeting months after the close of the World War it appeared as if a full-fledged Armenia would spring into existence again, but Russian and Turkish armies quickly put an end to that dream.

Since the year 636 the Armenians have really never had a chance. The country was then conquered by the Moslem Arabs and a long train of alien masters was ushered in: Arabs, Seljuk Turks, Mongols, Osmanli Turks, Persians, Russians.

Just before the World War three "Armenias" existed: that of Trans-Caucasus Russia, that of Turkey, and a smaller plot in Persia. Lofty Mt. Ararat was, and still is, the common corner of these Russian, Persian and Turkish domains. The Armenians, Christians since the earliest centuries of the present era, accept the Noah legend most literally and are ready to point out the exact spot on the famous mountain where the prow of the Ark grounded.

A Nation Compressed into a District

In the Armenian Soviet Republic, with an area of between 10,000 and 15,000 square miles, are now concentrated about a million and a quarter Armenians, the bulk of the people of Armenian blood who have survived the past decade of forced migrations, massacres, famines, pillage and plague. Because of the influx of refugees most of the towns of Soviet Armenia are overcrowded. The frequent earthquakes that shake the country, therefore, bring heavy casualties.

Leninakan, mentioned as one of the cities suffering most, was described as follows in a communication to the National Geographic Society after the Turks had retreated from it in one of their post-World War raids:

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BARGES THAT ARE BOOSTING TRADE ON AMERICA'S INLAND WATERWAYS

Coffee is being unloaded from this barge at St. Louis docks. By 1929 barges of this size will be able to go through the locks to Pittsburgh. Most of the coffee consumed in the United States comes from Brazil, and a large percentage of it comes up the Mississippi River for distribution to Eastern and Western markets from St. Louis. Here also are received shipments of sisal from Yucatan, mahogany from Central America, and sulphate of ammonia from Japan (see Bulletin No. 2).

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Beautiful Ohio Gets Deep and Busy

PITTSBURGH is coming into its own as a port.

Tonnage moved by water in the Pittsburgh district is said to exceed that of the harbor of New York and is about equal to the tonnage passing through the Panama Canal.

Inland waterway trade, after falling off steadily for the half-century following the Civil War, is increasing rapidly. The Ohio River probably shows the best promise of any of the American waterways that are renewing their youth.

Fashions in Boats

Nine feet of water in 1929 for 968 miles from Pittsburgh to Cairo. That aim of the Ohio River Valley is two-thirds complete. Dams recently finished by the Engineering Corps of the War Department assure a nine-foot depth for 604 miles from Pittsburgh to Louisville, Kentucky.

The first hundred years were the hardest in the civilized life of the Ohio. Next year, 1927, will be the centenary of the Government's efforts to improve the Ohio which began with channel clearing in 1827. The year 1929 will be the fiftieth anniversary of the first of the 52 dams and locks which are expected to make the Ohio more useful as a waterway.

There will be celebrations of the Ohio's anniversaries. Probably there will be flotillas of boats. Each of the four great cycles of the Ohio's life as a waterway is known by a boat. But what an odd array! They float. That quality alone they have in common. For a hundred years after the Ohio's discovery by La Salle in 1670, the native Indian canoe still ruled supreme. The flatboat floated by for fifty years. Then boat building flowered in the building of "floating palace" steamboats. But the Civil War stopped that. The Ohio River of to-day is chiefly a river of barges.

"Vive le Roi!"

The Ohio River's story falls easily into pageants. Land with Monsieur Céloron de Bienville at the bank where the Scioto comes into the Ohio. Watch him bury at the foot of a great tree an inscribed lead plate he brought from Montreal. His two hundred Indians and soldiers of France have drawn up their canoes on the shore. They stand in battle array. Monsieur Céloron hammers an iron plate with the arms of France to the tree. That plate will warn the world and the English in particular, he hopes, that this is property of the King of France. Keep off!

Monsieur recites a speech prepared by La Salle for such occasions. It ends with a lusty shout, "Vive le Roi!" "Vive le Roi!" shout the soldiers of France in battle array, and the startled silence of the woods echoes the French boast. Monsieur Céloron and his two hundred paddled for furs as well as for Kings of France, but such a river could not waste its strength forever on the luxury of furs.

The stage of the next Ohio pageant is about 40 feet long and 12 feet wide. It is the deck of a Kentucky "broadhorn" floating down the river. If this flatboat had a roof over the whole "deck" instead of half it would be a New Orleans "broadhorn." A flat boat must be better made to go all the way to New Orleans. Three families who have built this flatboat are voyaging only

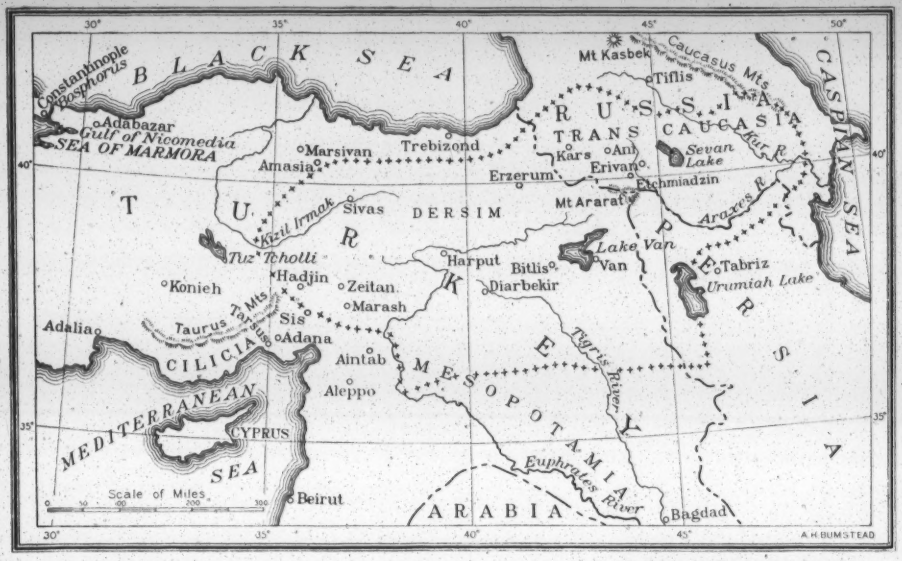
"Leninakan is a blasted town (the handiwork of the Turk upon retreating), with streets like the Slough of Despond; low, flat houses; long lines of sack-clothed people sitting, lying, dozing, and dying, all in the spring sunlight; not a laborer at work, not a wheel turning save those of the wretched droshky which we commandeered.

"Utter silence brooded over Leninakan—a silence profound and sinister, as if the whole town were muffled out of respect for continuous burial. We found no violence, no disorder. The people showed the gentle somnolence of lotus-eaters, as they sat there in the long sun-bathed streets, feeding on hope.

"Refugees whose numbers had grown in six weeks from 26,000 to 50,000, and in ten days from 50,000 to 58,000, filled the Russian barracks, where they were massed like bees in swarming time. As we walked through those dark, cell-like rooms of shattered windows and smoked ceilings, not a bed or chair was to be seen, but only groups of wretched humanity, huddled together on their common bed of dank flagstones.

"Through the dimness we could see a multitude of hands stretched despairingly forth, and again that low drone of 'bread, bread, bread!' shook us as we passed. Those who were strong enough stumbled up and followed us out into the sunlight—an unforgettable throng of waxen faces and of wasted bodies that streamed with rags. To them we must have seemed as the bright god Bladur seemed to the damned spirits among whom he passed in Hela's realm."

Bulletin No. 1, November 15, 1926.



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OUTLINE MAP SHOWING THE APPROXIMATE EXTENT OF ANCIENT ARMENIA

Modern Armenia is confined to the territory east of Trebizond and Erzerum. The town of Ani, not far from Mount Ararat, is the ancient capital of Armenia (see Bulletin No. 1).

For further reading see, in the National Geographic Magazine: "Armenia and the Armenians." By Hester Donaldson Jenkins. 27 illustrations, pp. 329–360. 1 half-page map. October, 1915. "Between Massacres in Van." By Maynard Owen Williams. 3 illustrations, pp. 181–184. August, 1919. "The Land of the Stalking Death." By Melville Chater. 23 illustrations, pp. 393–420. November, 1919.

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The Difference Between American and European Sleeping Cars

SLEEPING cars for a western railroad are to be equipped with roller bearings, according to the announcement of its officials.

The company's new policy was published in many papers up and down the land. If they wished to devise a major departure from American railroad customs, they might have adopted the European "sleeper."

Compartments Like a Grand Piano

Life on the average European sleeping car is described in the following account:

"The 'wagonlet' is different from the usual sleepers in America, although it has some things in common with the most recent American compartment coaches. An aisle extends down one side of the car, about the length of an American coach, and from this aisle doors open into the compartments. The latter have a floor plan somewhat like that of a grand piano; they are narrow at the entrance door, and flare to a greater width at the other side of the car. In the 'scallop' is a door leading to a small lavatory which is sandwiched between two adjoining compartments and is shared by their occupants. An ingenious device bolts both the lavatory doors at once, insuring privacy. You are almost ready to believe that the electrical designer sought to play a joke on the passengers. Switches are cleverly hidden so that they seem a part of the decorations. You poke about until you are lucky enough to touch them by accident.

Berths Tricked Out with "Gadgets"

"In the compartments two berths may be prepared, a lower and an upper, placed across the train, not in the direction of travel as in America. No curtains are used, and you necessarily share the little room rather intimately with whomever the other ticket has been sold to. Ticket agents must, of course, be exceedingly careful in their sales. There can be no haphazard selling of uppers and lowers to men and women as in America.

"Continental sleeping cars are filled to overflowing with 'gadgets,' particularly the upper berth. Perhaps this is to console one for loss of the lower. Little nests of nickled hooks fold out of each other fan-wise so that you may hang every garment you possess on a separate hook, and still have racks and nets and hammocks besides. The lower berth even has a special little sloping plush rest and hook for your watch so that you may hang it open beside your head. From the ceiling a broad web strap extends down to the side of the upper berth at the middle to keep its occupant from rolling out—the original, no doubt, of the similar devices now being introduced into America.

Proper Etiquette for the Sleeping Car Traveler

"The generally accepted custom at bedtime is for the holder of the lower berth to surrender the compartment to his fellow traveler until the latter retires, and then to retire himself. In the morning the order is reversed; the occupant of the lower rises first unless destinations differ and the upper traveler must leave the train first. There are no smoking rooms on Continental sleepers. In the corridor, held against the outer wall by a spring, are hinged seats which

as far as Marietta, Ohio. Under the roof one woman feeds wood into a small clay fireplace. Others busy themselves preparing the evening meal. They work amid a clutter of chests and chairs and the simple needs of three pioneer households gliding "down the O-Hi-O."

Song of the Pilgrims of the Ohio

They brought these precious possessions from New England in lumbering Conestoga wagons over the interminable ridges of the Appalachians to McKeesport, Pennsylvania. The families built the flatboat at McKeesport. It will never come back. The deck and the eight-foot sides will be the floors for their cabins in Marietta.

One man is at the stern with a 40-foot steering oar. A lanky boy in the bow holds a "gouger," a short oar for use in swift water. In one hand he has a tin horn—every boat carries a horn. As the evening mists close down the boy blows the horn to warn any craft ahead. The reverberating blast of the horn is the American echo and answer to "Vive le Roi." There are two 30-foot sweeps on each side of the flatboat. But these are for emergencies. The Ohio offers a free ride on its swift current to any settler who will try his luck in the Valley of the Mississippi.

As they float down the river the "Pilgrims of the Ohio" sing:

O, the river is up, the channel is deep,
The wind blows steady and strong,
A'splashing their oars the mariners keep
As they row their boats along.
(Tenor) Down the River
(Bass) Down the River
(All) Down the O-Hi-O.

"Floating Palaces" Fulfilled Pioneer's Dreams of Magnificence

"The steamboats were finer than anything on shore," says Mark Twain, who is the most entertaining authority of the next and most golden age of the Mississippi waterways. The third pageant begins with the launching of the first steamboat at Brownsville, Pennsylvania, in 1811.

"Compared with superior dwelling-houses and first-class hotels in the Valley," writes the beloved humorist, "they were 'palaces.' They tallied with the citizen's dream of magnificence . . . . chimney tops cut to counterfeit a spraying crown of plumes; pilot-house, hurricane-deck, boiler-deck, guards, all garnished with white wooden filigree work of fanciful patterns, gilt deer horns over the big bell, oil pictures on every stateroom door, big chandeliers every little way, each an April shower of glittering glass-drops."

At Cincinnati, on the Ohio, Mark Twain embarked on his career as a river steamboat pilot. The war which wiped out the steamboat era took his job, too. At one time two-thirds of the steamboat tonnage of the United States was on the Middle West rivers. On the Ohio and other Mississippi tributaries there were more steamboats than in all the ports of Great Britain.

At a "House of Cards" Dam in 1926

Few people see the modern pageant of the Ohio. It is spread to view at any one of the locks between Pittsburgh and Cairo; locks which are 110 feet wide (the width of Panama Canal locks) and 600 feet long. Each lock is linked to the opposite bank by a "house of cards" collapsible dam. A series of heavy panels, usually four feet wide, propped up by heavy struts, breasts the current.

When the river is in flood above the nine-foot level a barge releases the props. The panels fall flat to the river bottom. When the river drops the dam is "fished" up into position again. The stage set, the chief actor in the Ohio's modern pageant is a staunch towboat steaming 'round the bend. Like a hen with too many chicks, it approaches the lock dragging 12 barges, four abreast. They are loaded not with fur, not with immigrants. Certainly they are not "floating palaces." They carry West Virginia coal from Kanawha.

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Yaquis of Mexico, Indians Old Style

TWO HUNDRED and fifty Yaquis have surrendered in Sonora, says a dispatch from Mexico City.

Surrendered again, it might be added, because the Yaquis are so frequently on the warpath. Later accounts report the bombing of two Yaqui strongholds by a fleet of Mexican army planes.

The Yaquis, one of the last Indian tribes which act as a small boy would expect Indians to act, are described in a communication to the National Geographic Society by Herbert Corey:

"We had been conscious of the Yaqui all the way south, of course, for in Sonora he forms the background to every conversation; now he stepped into the foreground.

Prefer Burros to Beef and Brush Shacks to Houses

"When things go wrong in Yaquiland he is apt to beleaguer Guaymas. It is not so very long ago that no one dared walk out of the dangerous end of town. The Yaquis have burned railroad bridges and held up railroad trains and murdered passengers.

"At one time the Yaquis may have numbered 30,000 souls; now there may be 5,000 in all. Their home was in the fertile valleys of the Yaqui and Mayo rivers, with the hills behind as hunting grounds. They were as tireless on the trail as the Apaches or the Navajos, and, despite three hundred years of contact with a more or less diluted civilization, are to-day about what they were when the first Spaniard came to Sonora.

"They live in shacks made of brush, prefer the meat of burros to beef, and preserve jealously the purity of the Yaqui blood. They are religious after their own fashion, mingling the rites of the Catholic Church with those of their own barbaric faith.

"Most Americans who know the Yaqui say that if he had been let alone he would have let the white men alone. But he owned fertile valleys and mine-rich mountains. The history of our own West teems with such cases. The miners and the farmers established themselves in his territory, and the Yaqui declared war. The honors seem to have gone to the Yaqui.

Diaz Decides to Exterminate the Yaquis

"It is true that at one time mines were opened everywhere in his mountains and the fat river bottoms were taken from him; but the troops sent against him were cut up time after time.

"After a battle the Yaquis disappeared without leaving a sign. The 'bronco' Yaqui became the tame Yaqui overnight. He traded breech clout for the blue overalls of honest labor.

"Of course, that sort of thing could not be endured by the Mexican Government. Without discussing the rights and wrongs, the fact remained that the Yaqui stood in the path of progress. President Diaz at first tried to conciliate and then to defeat them, and finally resorted to a policy of extermination.

"A Yaqui scalp had a cash value over the counter. I have talked with a man who sat at breakfast with a Mexican general to whom was reported the

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may be lowered. Here one sits and smokes if he likes, while his compartment companion dresses. When lowered, unfortunately, these seats pretty well block the aisle, so that you must hop up whenever passengers or train attendants wish to pass."

Bulletin No. 3, November 15, 1926.

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DAY COACH ON A FRENCH TRAIN

Compartments along a day coach of a French train have individual doors. The sleeping cars, like American Pullmans, have entrances only at the ends of the coaches. Night trains are much less frequent in Great Britain and Europe than in the United States because the distances of traveling are not so great.

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Untamed Cyrenaica, Where Italy Has Made a Discovery

ITALY has discovered a rich storehouse of fertilizing phosphates in the colony of Cyrenaica across the Mediterranean Sea, reports the minister of colonies in Rome.

From the neighboring colony of Tunis, France has been extracting 2,000,000 tons of phosphates annually. Italian farmers had to buy phosphates from France, so news that rumors of deposits in Cyrenaica have been confirmed by scientists, receives a warm welcome.

Cyrenaica has been a problem to Italy ever since she took possession of it. Many nations in many centuries have tried to make Cyrenaica a tame, orderly and useful colony.

A Kingdom of the Blazing Sun

The list begins with Greece in 700, B. C. not A. D., and is jeweled with such conquerors as Rome, the Moors, and, before Italy, came Turkey. But no matter what the title line, the text of every chapter in Cyrenaica's history has the word "revolt" sprinkled liberally through the pages.

Perhaps it is because there are few schools that the natives never learn to read the treaties solemnly signed in Paris, Vienna or elsewhere which have given Cyrenaica to this nation or to that. Or it may be that Nature leads the revolt. Possibly the nation has not yet risen which can oppose Nature's will in this kingdom of the blazing sun.

Cyrenaica can be called a Gibson headland of North Africa. The round brow of it facing across the blue Mediterranean toward Greece is surmounted by a pompadour characteristic of the old "Gibson girl" drawings in the form of a range of limestone hills. They rise from the shore almost as steeply as a cliff and then slope away toward the back. Benghazi, port on the west, and Solum, port on the Egyptian border, are in the position of "temples" to the headland. Cyrenaica runs inland as far as British Libya, covering an area almost as large as Texas. The British say that British Libya runs as far north as Cyrenaica. Exact location of the border is a secret whispered by the roving sands of the Sahara and understood by not more than a few very close-mouthed Arabs.

Cyrenaica Gave to the Glory that Was Greece

Nevertheless great men have been born in Cyrenaica. When civilization was in swaddling clothes the Greeks knew the limestone ridge as the Gardens of Hesperides. From ancient Cyrene, a city of 100,000, upon the ridge amid groves and grass, came poets and philosophers and statesmen to contribute to the glory that was Greece. Cyrene to-day houses a few dirty Bedouin families in the rifled tombs of the "largest and finest graveyard in the world preserved from the wreck of the Greek era."

Even back on the central plateau, which drops off to a line of salt marsh oases and then merges with the desert, there are remnants of a dead civilization. One comes upon broken bits of pottery and other mystifying relics in a region which is blasted and blistered by the red sun for eleven months of the year. The twelfth month is the brief season after the January rains. Every

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capture of 200 Yaqui braves. Without leaving the table, he ordered that half be shot and the other half deported to Yucatan, where laborers were needed on the sisal plantations.

"One hears in Sonora that not all the ships that sailed for Yucatan voyaged farther than the first shark fishing ground.

"Diaz had cowed the Yaquis if he had not completely subjugated them. The river valleys were given over to the plow and the prospectors roamed at will through the mountains. Then Francisco Madero, practical idealist, enlisted them in his fight against Diaz, and the Yaquis discovered that they could play a part in politics.

They Reclaimed Their Property

"The Yaquis have been pursuing a policy of more or less peaceful penetration into what was once their own country.

"'We are coming home. Get out,' the Yaquis have said to many a Mexican whose family had lived on a Yaqui valley ranch for generations. Usually the Mexican gets.

"If he does, the Yaquis give him orders upon the Central Government at Mexico City for the full value of the property, for the Yaquis, according to their lights, are honest and fair.

"If he does not leave—he always leaves. Not long ago the Mexican inhabitants abandoned the post-office towns of Potam, Vicam, and Torin until not a person not of Yaqui blood lived in them."

Bulletin No. 4, November 15, 1926.

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"PUTTING ON DEER HORNS"

A favorite gesture of the Yaquis, the tribe that long has constituted the most lawless element of Sonora and has figured in many of the forays at the border town of Nogales. Even under the Diaz regime the Yaquis refused to recognize the Mexican Government. This attitude led to the assignment of troops to exterminate them, but since these troops received extra pay they were provident of a good job, and no great inroads were made upon the rebels.

dried shrub miraculously produces olive green leaves. The magic wand of water recreates grass from under the bushes whose branches have protected the grass roots. Beautiful flowers carpet the plain. Larks sing and robins, down from Europe for the season, hop blithefully about. Spring is just as wonderful in a land that has no winter.

Thermos Bottles of the Desert

Nothing meets the eye on the level Cyrenaican plain except the little humps of well mounds. The North African well or "bir" is such an important institution from Tangier to Palestine that it deserves a description. Upon approaching one of these well mounds, it becomes apparent that the dirt pile of eight or ten feet high is the pivot for a hinge of two long and low rock wall arms. These converging arms stretch up a rock slope which has a slight rise. In the point of the V is a small black hole about two feet across, which is the "bir." When the scanty rain comes it drains between the water walls into the well. To look down into the hole is to find a chamber widening like a bottle to a diameter of about 15 feet and a dozen or more feet deep. Depending on the season and the frequency of travelers, the "bir" will contain a quantity of sweet, cool water.

How are these desert thermos bottles made? The excavation in solid rock is not as difficult as it appears to be. The limestone when first cut into is soft, but it hardens on exposure to the air, providing a sealed cistern. "Birs" go a long way toward making desert travel possible between the isolated oases which are the centers for trading and agriculture.

Bulletin No. 5, November 15, 1926.

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AN ITALIAN OASIS WHICH FEW ITALIANS SEE

The salt-water lake of Kufra is deep in the hinterland of Cyrenaica. It is peopled by Bedouins. Italy's control over these desert tribes is very slight. When the photographer asked this Bedouin chief if there were fish in the lake, he replied: "What is a fish? Does it walk? Does it fly?" It was found to be almost impossible to describe a fish to a person who had never seen one.